

THREE BIG SCALPS IN ONE

Chicago Brokers Flooded with Mysterious Tickets on the Big Four.

Central Traffic Association Has a Hard Job on Hands to Restore Rates—Pennsylvania to Use Telephones for Dispatching.

Roads east and south from Chicago were thrown into a state of excitement to-day by the discovery that the market here was literally flooded with Big Four tickets, which were being used to scalp rates from Chicago to St. Louis, Chicago to Indianapolis, and Indianapolis to St. Louis. The tickets purport to be round-trip world's fair tickets. They are, as a matter of fact, one-way tickets from Cleveland to St. Louis via Chicago. There is nothing to show that a portion of the tickets, reading from Cleveland to Chicago, has been used at all. The brokers are selling the portion from Chicago to St. Louis, via Indianapolis, at \$5. This is a scalp of \$1.50 on reduced one-way rates by the direct lines. It is actually giving the rate from Cleveland to St. Louis at \$5. The rate from Chicago to Indianapolis is now \$4.50, and from Indianapolis to St. Louis \$7.50, making \$12 for the sum of these tickets.

New York World's Fair Excursion Train. The first two of the trunk-line Association's cheap excursion trains left New York for Chicago yesterday. They were not crowded, but the officials of the roads said they were quite agreeably surprised at the number of passengers who availed themselves of the reduced rates. It was arranged by the passenger agents' committee of the association that two trains should leave on each three days of the week, beginning Monday, and that thereafter all the roads should continue the series in pairs. When the action was taken, there were many doubts among railroad men both of the expediency and of the practicability of the plan. It was long deferred in the hope that the Chicago passenger traffic would improve and make the reduction unnecessary. But while ordinary passenger traffic between all points has been generally good on most of the roads the Chicago traffic has not increased in proportion with the expectations of the railroad officials. Thus the train which began a journey for about 245 people to-day started an experiment in which railroad men are taking no small amount of interest. The officials showed their pleasure at the class who made the initial experiment. It was feared that the train would be a failure, but the low rates and the unusual privileges, but none applied on the Erie road, and the Baltimore & Ohio trainmen have orders not to let them aboard, and tickets will not be knowingly sold to them. The purpose, of course, of these trains is to call out a new business, and every effort is to be made not to cut into the class of traffic on any other train, either first or emigrant class.

The Erie train had nine cars, eight passenger cars and a baggage car. Exactly 215 people were aboard, but many more were expected to join it before it arrived in Chicago. Of the 215 people, about 150 were women.

Net Earnings of May. The actual net earnings of May are now at hand. They show much better results than had been looked for, and give evidence that the orders to cut down expenses have been effective. In this connection it should be borne in mind that in May, 1892, the weather conditions were not as favorable to handling business as the present year. For the month 151 companies report total gross earnings of \$65,018,717, an increase of \$4,704,768, and net of \$19,278,127, an increase of \$1,588,248. The net earnings for the month were the largest ever reported for that month, and the largest gain in net was made by the Pennsylvania, C. & O., Illinois Central, Southern Pacific, St. Paul, Baltimore & Ohio, and the Atchafalaya. The only decrease was in the Canadian Pacific and Union Pacific. Taken by groups the trunk lines show an increase in net of \$1,218,511, or nearly 23 per cent. The Eastern and middle lines a gain of \$1,045,052, or 20 per cent; the southwestern lines an increase of \$1,032,277, or over 7 per cent, and the southern lines a gain of \$1,024,474, or 44 per cent. It is noticeable that the southwestern lines, which include this territory, show an increase of 7 per cent. over May, 1892.

Decreasing Freight Shipments. Freight traffic into and out of Chicago continues to be exceedingly unsatisfactory to the roads. East-bound shipments of dead freight last week suffered a considerable decrease as compared with those of the previous one. They amounted in the aggregate to 47,359 tons, against 53,577 tons for the previous week, and 62,240 tons for the corresponding week last year. Of last week's tonnage the Michigan Central carried 5,991 tons; the Wabash, 2,283; Lake Shore, 9,931; Fort Wayne, 5,796; Panhandle, 5,013; Baltimore & Ohio, 2,692; Grand Trunk, 3,135; Nickel Plate, 4,777; Chicago & Erie, 5,795; Big Four, 3,135. Through shipments of flour, grain and provisions amounted to 19,848 tons, against 20,544 tons for the corresponding week last year. Of last week's through shipments the Baltimore & Ohio carried 5.9 per cent; the Big Four, 7.9 per cent; the Chicago & Erie, 9.3 per cent; the Grand Trunk, 5.9 per cent; the Lake Shore, 18.4 per cent; the Michigan Central, 11.6 per cent; the Nickel Plate, 7.9 per cent; the Panhandle, 8 per cent; the Fort Wayne, 7 per cent, and the Wabash, 7.9 per cent.

Trying to Restore Rates. Commissioner F. C. Donald, of the passenger department of the Central Traffic Association, labored all day yesterday at Chicago to secure a meeting of the Columbus lines at that place to-morrow, with the view of having them settle their differences and maintain rates. He is most anxious to prevent the \$5 rate made for the traveling men's excursion to Chicago being established as a permanent rate. Just who is responsible for this rate being made has not yet been determined. The Chicago & Erie accuses the Baltimore & Ohio, the Baltimore & Ohio accuses the Pennsylvania, and the Pennsylvania accuses the Chicago & Erie. Commissioner Donald was not successful in arranging for a meeting and the probabilities are that the matter will be left for the general managers to deal with at their meeting in Chicago to-day. Until then it is likely that the \$5 rate will remain in effect.

More Trouble in Rate Matters. Competitors of the Big Four in the Central Traffic Association and Ohio River Traffic Association territory are a good deal disturbed over the new form of ticket, which is in the hands of the scalpers. A telegram from Chicago says: "The Chicago brokers are well stocked with a supply of a new form of ticket purporting to be a round trip to the world's fair and issued from Cleveland, O. The portion in the hands of the brokers here read Chicago to Kansas via Illinois Central, Kansas to East St. Louis via Indianapolis, over the Big Four and St. Louis Bridge and Tunnel Company, East St. Louis to St. Louis, with no return portion. What puzzles the Monon and the Pennsylvania people is how this can be classed as a world's fair excursion ticket. The telegram says: 'The limit is such that it permits of a good scalp on Chicago, also on Indianapolis, and simply paralyzes the rate to St. Louis.'"

Have Put Up Their Money. All the territory from Chicago to the Pacific coast is now practically under the provisions of the Western Passenger Association agreement. All the roads in the association have become parties to local agreements at San Francisco and Oakland

which virtually embody the principles of the association agreement. The local agreements have for their object the putting of an end to the demoralization that has played havoc with transcontinental rates for more than a year past. To insure the strict observance of these agreements each road has been required to put up a deposit of \$200, from which may be deducted any fines levied against the roads in breach of the local agreement. Peace and stiff rates are now expected to prevail in California territory.

Personal, Local and General Notes. William Garstang, superintendent of motive power of the Big Four, is expected home from Europe on Thursday.

The dining cars of the Chicago division of the Big Four are on a paying basis. The quality of the meals furnished excites favorable comment.

William Jackson, secretary of the Union Railway Company, who has been quite ill for several days, was at his office a few minutes yesterday.

Ex-General Manager Burgoon, of the Terre Haute & Peoria, is in the city. He is still engaged in winding up the affairs of the Terre Haute & Peoria.

J. A. Barnard, general manager of the Peoria & Eastern, is still as ill as to confine him to his room, but his physician thinks he will be out in a few days.

M. E. Ingalls will be in the city this morning over the Big Four.

In the week ending July 23 there were transferred over the Big Four a total of 14,628 cars, an increase of 629 over the number handled in the preceding week.

C. W. Fairbanks, general solicitor of the Cincinnati, Hamilton & Dayton lines, returned to New York yesterday on a telegraph summons from President Woodford.

Train 17, west-bound over the Peoria & Eastern yesterday, was run in two sections, the second section carrying United States infantry from Columbus, O., barracks to Texas.

E. R. Bacon says that the item which appeared in a New York paper last week to the effect that he is to soon resign the presidency of the Baltimore & Ohio road, has no foundation whatever.

The Pennsylvania has suspended all improvements to its line between Philadelphia and Harrisburg, except at Mountville, throwing over 1,000 laborers and stoneworkers out of employment.

Dr. F. N. Bonine has been appointed surgeon of the western division of the Michigan Central, with headquarters at Michigan City. The position was held by his father, now deceased, for many years.

Judge Field, general solicitor of the Monon, returned yesterday from Cedar Lake. He is some better, but on Thursday, with W. H. McDaniel, general manager of the Monon, will go to West Baden Springs for a week's stay.

James Fox, a brakeman who was injured a few days ago when riding on one of the engines of the Peoria & Eastern road, died from the injuries and was buried yesterday at Bloomington, Ill. On July 18 he took out a policy with the Brotherhood of Trainmen's Association for \$1,000, which his relatives will now get.

The board of review of LaPorte county proposed to raise the valuation of the Haskell-Barker car-works plant at Michigan City, Ind., from \$154,000 to \$200,000. The business men of Michigan City are opposed to the matter, and, after investigation, the board decided not to increase the valuation above that of last year, \$154,000.

The Brotherhood of Trainmen, Indianapolis division, are anxious that the citizens here should show some interest in securing the association's headquarters in this city. The association holds its annual meeting in Boston Oct. 15, when it will be decided where to locate headquarters. There is a strong feeling in favor of Indianapolis.

Belt road engines handled at the Indianapolis yards last week 721 cars, or 45 live stock. Much of this stock was brought to the yards over the Vandalia and the St. Louis division of the Big Four, then forwarded to Cleveland over the Hamilton & Dayton division of the Big Four. By this method the roads interested get very good rates.

William G. Crush, for the past seven years district passenger agent of the Monon at Louisville, will be transferred to the Missouri, Kansas & Texas, and should James Barker, general passenger agent of the K. C. & T., call to his aid another of his trusted lieutenants when he was on the Monon, L. D. Baldwin, it need not be a surprise.

The stockholders of the Cincinnati, Hamilton & Dayton will meet on August 1 at Cincinnati, to ratify the proposed deal by which the Indianapolis, Springfield & Western comes under the control of the C. & O. D. One of the company's directors said yesterday that he hardly thought the C. & O. D. would take full control of the C. & O. D. before Sept. 1.

The Vandalia people are spending a good deal of money on their recently acquired Peoria division in cutting down grades and filling depressions. Ben McKee, engineer and maintenance of way, says they will hardly get matters into shape to do much in the way of ballasting the road with gravel this year, but next year it will be improved in its entire length.

Nine years ago John F. Miller, then superintendent of the Pennsylvania line between Indianapolis and Columbus, O., purchased 45,000 catpaw trees and instructed the foreman of each section to have the men set them out along the right of way, and now a large per cent of the mileage between this city and Columbus is shaded by these trees. Wherever the road is owned a little tract of ground on its right of way trees were set out, and now these trees are ready for use and some of them suitable for picnic grounds.

J. Q. Van Winkle, general superintendent of the Big Four lines, has had the list of switches at Indianapolis revised, a number of the lines leading to different points, having been laid in the last few months. The revised list shows that the Big Four has 127 switches leading to various industries in Indianapolis and its suburbs, and sixty-five on the Chicago division, with a capacity of 712 cars; fifty on the old Peoria division, with a capacity of 277 cars; and on the St. Louis division, with a capacity of sixty-nine cars; six on the Peoria & Eastern, with a capacity of seventy-nine cars; and the making of the 127 switches, 1,137 cars. In this statement is included no side track of either division in its yards.

The suit of the Pittsburg, Cincinnati, Chicago & St. Louis railway against the Indiana Steel Company, of Indianapolis, for the collection of \$45 car service earned upon cars placed by that road on the tracks of the steel company in October, 1892, was heard in "squire Daniels's" court yesterday. It was claimed by the railroad company that four cars loaded with steel billets were held over the free time allowed by the rules of the Car-service Association.

The defendants stated that they were not ready to accept and unload them until the cars stood upon their tracks for the entire time, and the evidence showed that they could have been unloaded within twenty-four hours after having been placed if the consignee had desired to do so. Judgment was rendered in favor of the railroad company for the full amount.

New Definitions of "Moral" and "Immoral." To the Editor of the Indianapolis Journal: In the discussion of the last meeting of the School Board one orator called it immoral to make the treasurer of its school fund ask interest from the banks. Now the situation is just this: Asking this treasurer to fulfill his former promise to procure interest for the people is called immoral. The appropriation of the profits of this fund accruing from the interest to private use is called moral, and the submission to the refusal of this treasurer to fulfill his former promise is called moral. The refusal of the treasurer to do what he promised to do, viz., paying the interest over to the School Board as soon as he would be able to procure it, is called moral, and the reminding the party of an unfulfilled promise is called immoral. Now there is no doubt about it, the funds of the School Board, wherever they may be deposited or used, are yielding profit, either to the treasurer or his friends or by whom it may be handled. Now, under the strength of the former promise, this profit belongs to the school fund, and withholding it from it is certainly not moral. The man who is blaming the treasurer for not fulfilling his promise is called a "crank," and it is suggested that he himself, if he had been elected, would have appropriated the profits over the obtained 2 per cent to his own benefit.

CITIZEN. INDIANAPOLIS, July 24.



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COPY OF STATEMENT OF THE CONDITION

OF THE Detroit Fire and Marine Ins. Comp'ny On the 30th day of June, 1893.

Located at No. 90 Griswold street, Detroit, Michigan. WM. A. MOORE, President. C. L. ANDREWS, Secretary.

The amount of its capital is \$400,000. The amount of its capital paid up is \$400,000.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons \$61,478.01
Real estate unimproved 69,361.53
Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value 33,000.00
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 914,932.91
Debits otherwise secured 31,174.81
Debits for premiums 15,043.33
All other securities 37,042.70
Total assets \$1,159,125.29

LIABILITIES.
Losses unadjusted 10,471.08
Losses in suspense, waiting for further proof 1,044.13
Amount necessary to reimburse outstanding risks 182,414.13
Total liabilities \$134,929.34

The greatest amount in any one risk, \$10,000.

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1893, as shown by the original statement, and that the said original statement is now on file in this office. [SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 14th day of July, 1893. J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

OF THE Milwaukee Mechanics' Insurance Co On the 30th day of June, 1893.

Located at Nos. 442 and 444 East Water street, Milwaukee, Wis. CHRISTIAN FREUSSER, President. ADOLF J. CHAMBER, Secretary.

The amount of its capital is \$300,000. The amount of its capital paid up is \$300,000.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in bank \$39,914.92
Real estate unimproved 45,000.00
Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value 65,147.00
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 1,057,231.48
Debits otherwise secured 21,174.81
Debits for premiums 15,043.33
All other securities 37,042.70
Total assets \$1,672,460.94

LIABILITIES.
Losses adjusted and not due \$21,401.08
Losses unadjusted 10,471.08
Losses in suspense waiting for further proof 1,044.13
Amount necessary to reimburse outstanding risks 182,414.13
Total liabilities \$748,311.08

The greatest amount in any one risk, \$10,000.

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1893, as shown by the original statement, and that the said original statement is now on file in this office. [SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 14th day of July, 1893. J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

OF THE ATLAS ASSURANCE COMPANY On the 30th day of June, 1893.

Located at 92 Chesapeake street, London, England.

The amount of its capital is \$6,000,000. The amount of its capital paid up is \$20,000.

THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons \$40,295.76
Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value 69,361.53
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 69,986.35
Total assets \$713,382.05

LIABILITIES.
Losses adjusted and not due \$6,039.28
Losses unadjusted 10,471.08
All other claims against the company 31,727.03
Total liabilities \$52,237.39

The greatest amount in any one risk, \$35,000.

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1893, as shown by the original statement, and that the said original statement is now on file in this office. [SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 14th day of July, 1893. J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

OF THE Teutonia Fire and Marine Ins. Com'ny On the 30th day of June, 1893.

Located at Nos. 114 and 116 East Third street, Dayton, Ohio. EDWARD PAPE, President. J. LINXWEILER, JR., Secretary.

The amount